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MEMORANDUM FOR: Deputy Director (Support)

SUBJECT: Agency Helicopter Service Within the Washington Area

REFERENCE: Memo to DD/S from D/L dated 18 Oct 1961, same subject

1. This memorandum is for information only. It describes helicopter utilization requirements as estimated by each deputy director in two categories:

a. Man-trips per week from the new headquarters building if helicopter service is made available to all personnel from supergrades through branch chief level (approximately GS-14). (Attachments 1 and 2)

b. Man-trips per week from the new headquarters building if helicopter service is made available only to personnel of the immediate office of each deputy director. (Attachment 3)

2. The requirements category in paragraph 1.a. above totals 566 man-trips per forty-hour work week. Utilizing commercial aircraft, these requirements can be satisfied for an estimated annual cost of \$1,040,000. Military helicopters can provide the support for an estimated \$748,800 annually.

3. The requirements category in paragraph 1.b. above totals 32 man-trips per forty-hour work week. Commercial helicopter support will cost an estimated \$137,280 annually. An estimated \$93,600 annually will provide military airlift. Attachment 4 is an estimated cost breakdown.

4. Heliports are operational at the following locations and can be made available for Agency use through prior arrangement with each controlling organization:

Friendship International Airport, Baltimore, Maryland
Washington National Airport
Andrews Air Force Base, Maryland
The Pentagon
Atomic Energy Commission, Germantown, Maryland
National Security Agency, Ft. Meade, Maryland

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Area

5. Suitable space is available for construction of heliports

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heliport airlift to these locations is considered essential.
(Attachments 5 and 6)

25X1

6. No centrally located heliport is presently available in the District of Columbia. The District of Columbia Government and the National Capital Planning Commission will consider such a location during March 1962. (Attachment 7)

[REDACTED]
JAMES A. GARRISON
Director of Logistics

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Attachments:
1 thru 7 (As stated above)

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ESTIMATED MAN-TRIPS PER WEEK FROM LANGLEY HEADQUARTERS BUILDING
 BY DEPUTY DIRECTORATE AND DESTINATION WITH
 HELICOPTER SERVICE FURNISHED TO BRANCH CHIEF LEVEL PERSONNEL

	DD/P	DD/I	DD/S	Total by Location
White House	1	8		9
Department of State	131	50		181
West Potomac Park			25	25
25X1 	2	20		22
Miscellaneous D. C. Locations	65	30	4	99
Pentagon	45	30	1	76
National Airport			60	60
Atomic Energy Commission (Germantown, Maryland)		5		5
Washington Depot	5		20	25
National Security Agency (Ft. Meade, Maryland)	10	30	12	52
25X1 			12	12
Total by Deputy Directorate	259	173	134	
Grand Total				566

Attachment 1

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MAN-TRIPS PER WEEK, MAN-TRIPS PER DAY AND HELICOPTER TRIPS PER DAY
FROM THE LANGLEY HEADQUARTERS BUILDING BY DESTINATION
(BRANCH CHIEF LEVEL PERSONNEL)

	<u>Man-Trips Per Week</u>	<u>Man-Trips Per Day</u>	<u>Helicopter Round Trips Per Day</u>
<u>Within the District of Columbia</u>			
White House	9	2	
Department of State	181	37	
West Potomac Park	25	5	
25X1 	22	5	
Miscellaneous D. C. Locations	99	20	
Totals	336	69	18*
<u>Other than District of Columbia</u>			
Pentagon	76	16	2
National Airport	60	12	2
Atomic Energy Commission (Germantown)	5	1	2
Washington Depot	25	5	2
National Security Agency (Ft. Meade)	52	11	2
25X1 	12	3	2
Totals	230	48	12**

*One 10-passenger commercial (18-passenger military) helicopter would shuttle between the Langley Headquarters Building and one centrally located heliport within the District of Columbia.

**One 10-passenger commercial (18-passenger military) helicopter could accomplish. A minimum of two helicopter trips are required per destination per day since each deputy directorate has indicated personnel don't plan to remain overnight and desire return helicopter transportation.

Attachment 2

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ESTIMATED MAN-TRIPS PER WEEK FROM LANGLEY HEADQUARTERS BUILDING
BY DEPUTY DIRECTORATE AND DESTINATION WITH HELICOPTER
SERVICE LIMITED TO PERSONNEL OF THE IMMEDIATE
OFFICE OF EACH DEPUTY DIRECTOR

	DD/P	DD/I	DD/S	Total by Location	
White House	1	2		3	
Department of State	11	4		15	
South Building		2	4	6	
<div style="border: 1px solid black; width: 250px; height: 20px;"></div>			2	2	25X1
Pentagon	5		1	6	
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Total by Deputy Directorate	17	8	7		
Grand Total				32*	

*One 2-passenger helicopter (civilian or military) can accomplish.

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COSTS

ESTIMATED COST OF COMMERCIAL HELICOPTER SERVICE FOR
SUPERGRADE THROUGH BRANCH CHIEF LEVEL PERSONNEL

Man-Trips Per Week	Type Aircraft	Cost Per Hour Each Aircraft	No. Aircraft Required	Cost Per 40-Hour Week	Annual Cost
566	10-Passenger Sikorsky S-62	\$250	2	\$20,000	\$1,040,000

ESTIMATED COST OF MILITARY HELICOPTER SERVICE FOR
SUPERGRADE THROUGH BRANCH CHIEF LEVEL PERSONNEL

Man-Trips Per Week	Type Aircraft	Cost Per Hour Each Aircraft	No. Aircraft Required	Cost Per 40-Hour Week	Annual Cost
566	18-Passenger Sikorsky H-34-A*	\$180	2	\$14,400	\$ 748,800

ESTIMATED COST OF COMMERCIAL HELICOPTER SERVICE FOR
PERSONNEL OF THE IMMEDIATE OFFICE OF EACH DEPUTY DIRECTOR

Man-Trips Per Week	Type Aircraft	Cost Per Hour Each Aircraft	No. Aircraft Required	Cost Per 40-Hour Week	Annual Cost
32	2-Passenger Bell H-13-H	\$ 66	1	\$ 2,640	\$ 137,280

ESTIMATED COST OF MILITARY HELICOPTER SERVICE FOR
PERSONNEL OF THE IMMEDIATE OFFICE OF EACH DEPUTY DIRECTOR

Man-Trips Per Week	Type Aircraft	Cost Per Hour Each Aircraft	No. Aircraft Required	Cost Per 40-Hour Week	Annual Cost
32	2-Passenger Bell H-13-H	\$ 45	1	\$ 1,800	\$ 93,600

*The Executive Helicopter Company has no 10-passenger aircraft available.

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HELICOPTER OPERATION WITHIN THE DISTRICT OF COLUMBIA

1. Discussion with the Air Operations Controller, Staff of the Naval Aide to the President, established that the White House heliport is for the exclusive use of the President, including only those individuals for whom the President dispatches his own helicopter.

2. A request to the Superintendent of the National Capital Parks asking approval for establishing a heliport in West Potomac Park (adjacent to Quarters Eye) resulted in an unequivocal refusal. The superintendent stated that past experience with aircraft operations in public parks has resulted in severe legal problems relative to personnel injury.

3. On 23 January 1962, coordination with the Chief, Airspace Utilization Division, Federal Aviation Agency (FAA) produced the following information:

a. The Department of State has requested approval for construction of a rooftop heliport at 23rd and D Streets, N. W. (Copy of preliminary planning estimate attached)

b. The Federal Aviation Agency has requested approval for construction of a rooftop heliport on Federal Building 10A. The FAA presently occupies this building which is located on Independence Avenue between Seventh and Eighth Streets.

c. Recently passed zoning laws prohibit establishment of heliports within the District of Columbia. Pilgrim Helicopter Services, Inc., received a franchise to operate at 26th and G Streets, N. W., prior to adoption of the zoning law. This company plans to move its operation to a rooftop heliport at Wisconsin Avenue and K Street during calendar year 1962.

d. The Washington-Baltimore Helicopter Airways, Inc., is operating temporarily from a space bounded by Eighth, Ninth, D and E Streets, S. E. The company is forecast to lose this operating location in the near future.

e. Six additional commercial companies have filed briefs with the Federal Aviation Agency requesting helicopter routes in the District of Columbia.

Attachment 7

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4. The National Capital Planning Commission is not in favor of granting operational clearances to any of the organizations listed in paragraph 3. above. Instead, the Planning Commission has proposed that only one location within the District of Columbia (the White House excepted) be utilized for helicopter operation. The Planning Commission has proposed that this heliport be located on a three and one-half acre plot bounded by First Street, Canal Street, D Street, S. W., and a railroad. Under this plan, the FAA would operate the heliport for all users, military or civil. The District of Columbia Government and the National Capital Planning Commission will consider this proposal in a joint meeting tentatively scheduled for March 1962.

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4/13/61

DEPARTMENT OF STATE BUILDING

HELICOPTER LANDING PLATFORM

PRELIMINARY PLANNING

COST ESTIMATE

1. Platform (100' x 425' plus 50' x 75') @\$12.00	\$ 624,000
2. Elevator incl cut, patch structural etc.	35,000
3. Personnel enclosure	15,000
4. Fuel tank drainage, cripples.	15,000
5. Special Roof drainage acct oils, & fuel drippage 50M @ \$2.	100,000
6. Derrick	7,500
7. Tie Downs	2,500
8. Lights, Special, General, Obstacle, Landing	25,000
9. IFR Equipment	15,000
10. Fire Fighting equipment	50,000
11. Central & Misc. Equipment	50,000
12. Fueling facilities	<u>50,000</u>
	\$ 889,000
13. Design costs	89,000
14. GSA costs	<u>50,000</u>
	\$1,028,000

DRAWINGS:

A-21-12, A-21-13, W-L-H-1, Harley Probst Associates. Jan 9, 1957.

SPECIFICATIONS

Facilities, as noted above, and in NAK Memo of 9/6/56.
Platform and framing, Steel, for aircraft of 50,000 gross weight including
pay load.

N.A.K.

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